

# BAY TO BAY LINK FEASIBILITY STUDY

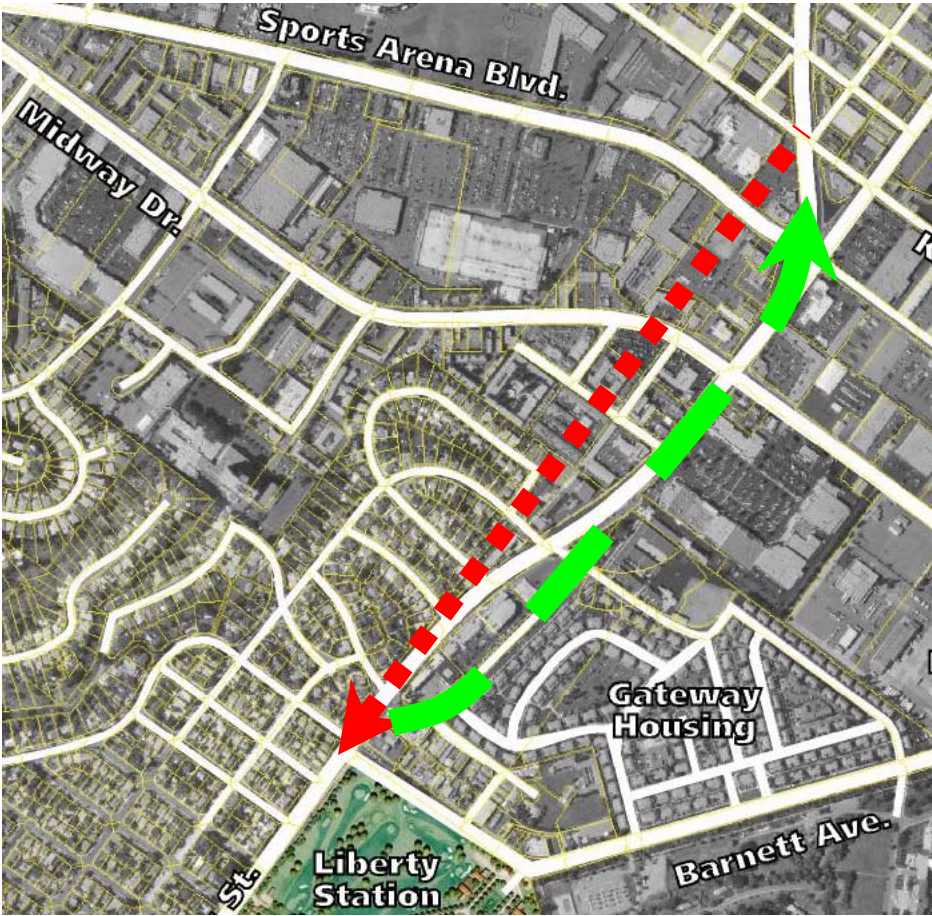
## La Playa Neighborhood Park

A concept common to each of the Study Alternatives is to create a network of functional (safe and attractive) public open space. The first segment proposed in the Study is La Playa Park. It is envisioned to be created with the realignment of the southwest bound traffic lanes of Rosecrans between Sports Arena Boulevard and Linton.

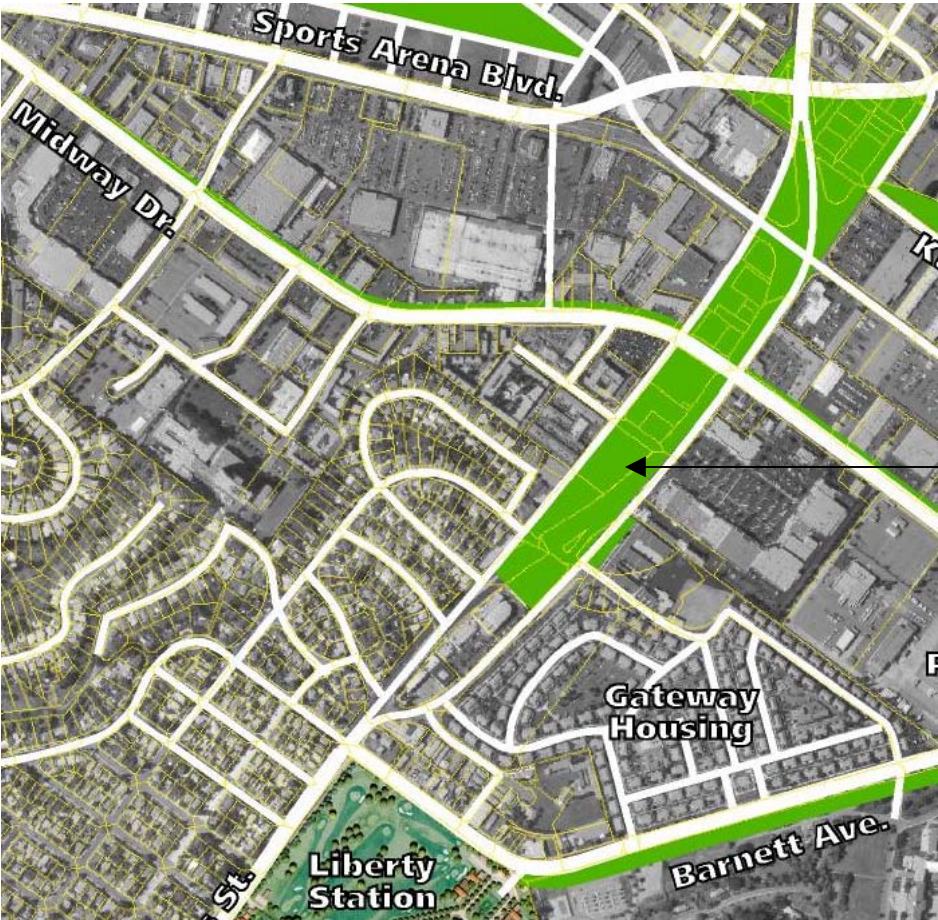
The largest segment between the Point Loma Theater and Midway is approximately 10 acres (300' wide by 1,452').

This sketch (below) of the existing view to the east on Rosecrans Street illustrates the curved roadway and concrete median.

The Serra Museum is an important landmark on the hill.



The existing streets are illustrated on the aerial photo. The red line shows the proposed alignment of the southwest bound traffic lanes and the green line as the north bound lane. Rosecrans Street could be called Rosecrans Boulevard along this segment.



*The Alternatives for a Park Link and Navigable Channel both employ the concept of La Playa Park. This would allow the phased implementation of a channel over time.*



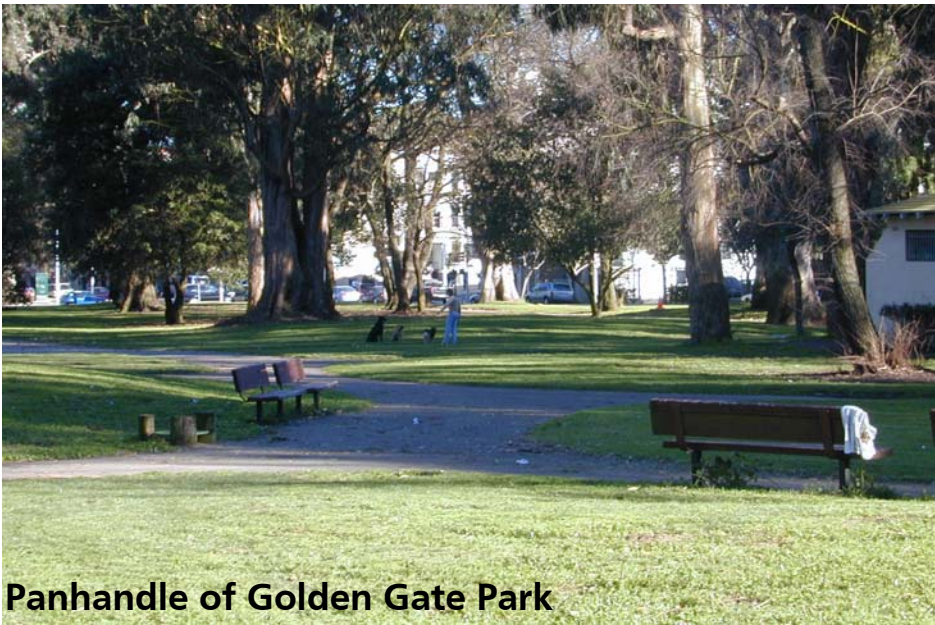
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The Panhandle of Golden Gate Park has the same width (approx. 300') and adjacent traffic patterns as proposed for La Playa Park.

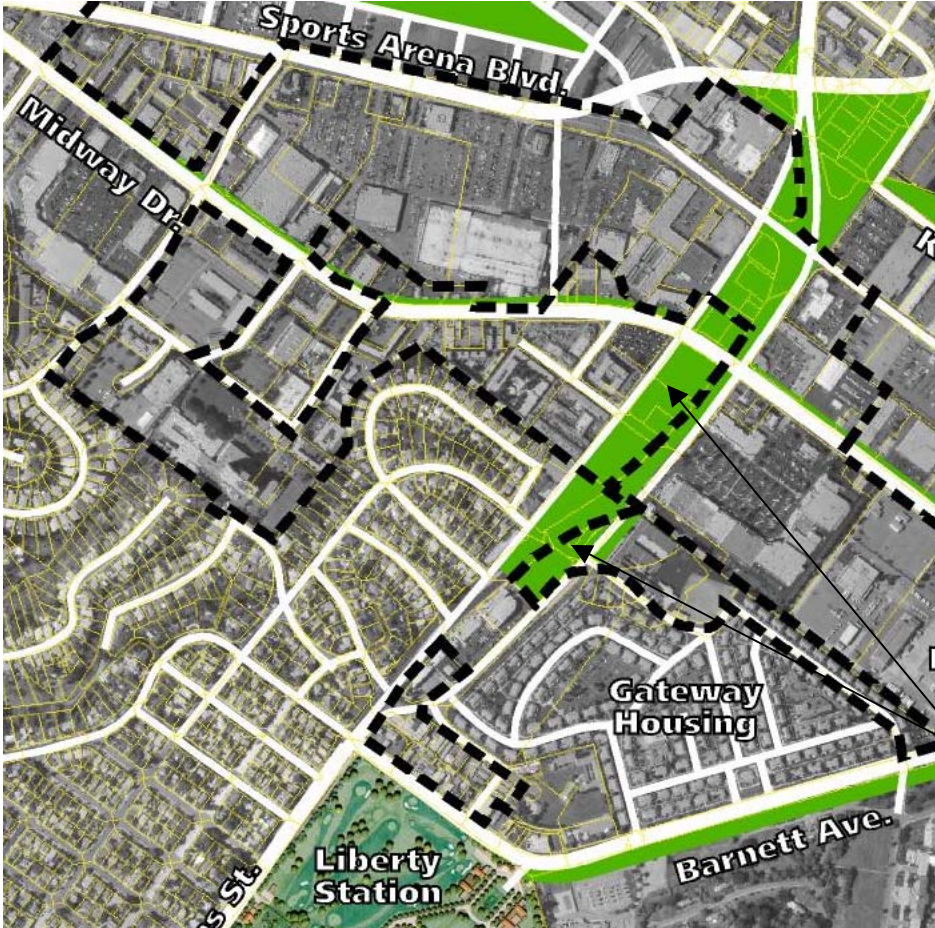


Panhandle of Golden Gate Park



Panhandle of Golden Gate Park

The sketch (right) of the envisioned park to the east on Rosecrans Street illustrates the new straight alignment of southwest bound traffic lanes, parking for the commercial property associated with the old theater, and views to the Presidio.



## La Playa Neighborhood Park

This park space would achieve the following:

1. **Serve** the existing and future residents of Loma Portal and Gateway Navy housing.
2. **Link** the public areas of Point Loma, Liberty Station and San Diego Bay with Old Town and Presidio Park.
3. **Enhance** the travel experience along Rosecrans Street.

Driving along this divided boulevard would have less distractions by oncoming traffic and offer a greatly enhanced visual experience.

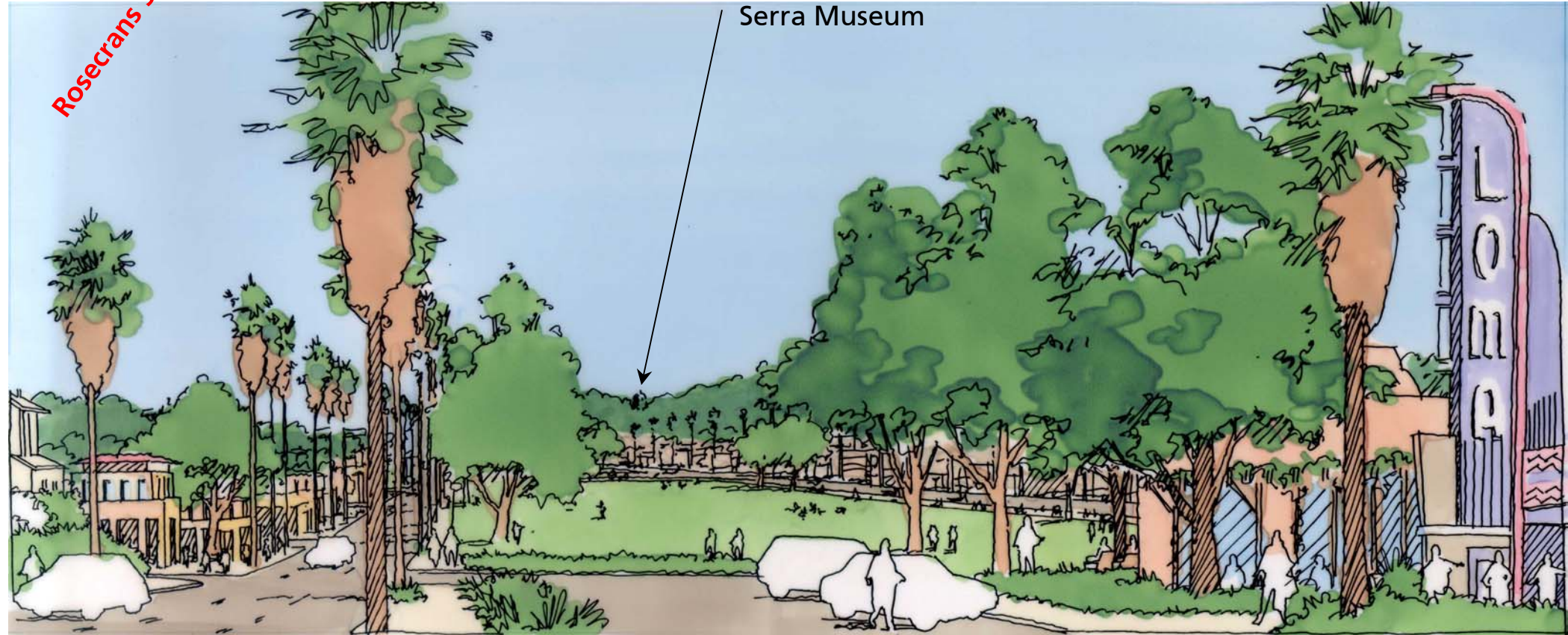
An extension of the public transit could be designed into the parkway.

Air quality would be improved with the increased vegetation.

By splitting the traffic lanes the crosswalks are shorter, encouraging pedestrian/bicycle activity in the community.

*Portions of the proposed park are within the Redevelopment Area boundary.*

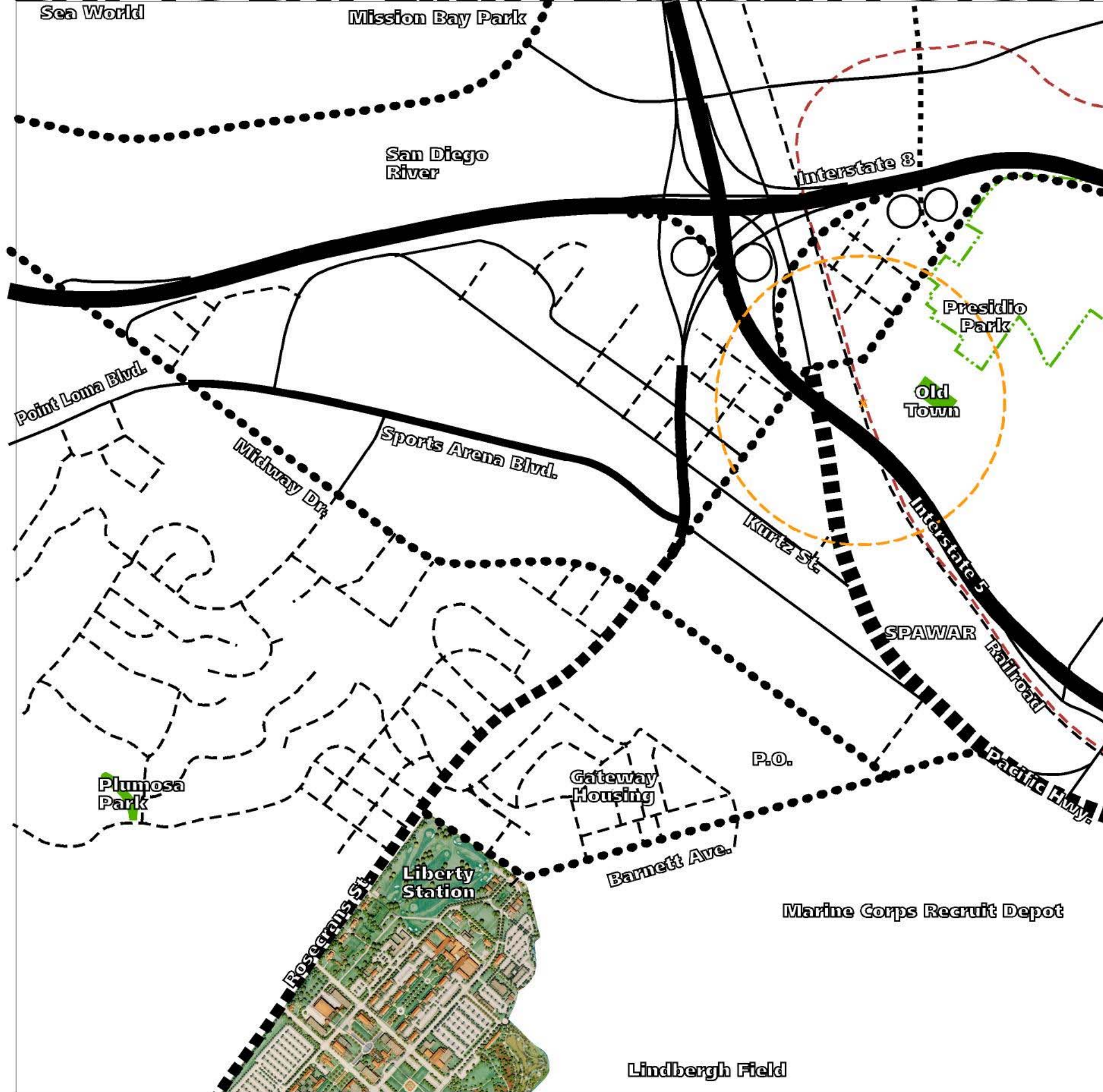
*The name La Playa Parkway is intended to inspire its design to recall the historic trail between Point Loma and Old Town.*



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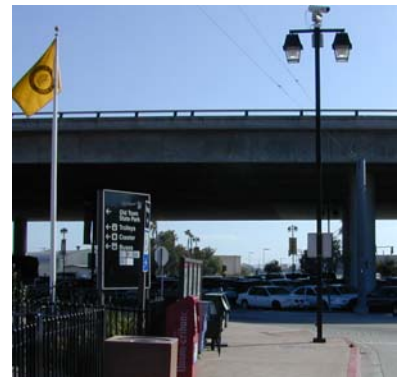


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## Transportation - Existing Streets

The Study area is characterized by its system of wide streets, heavy traffic flows and non-standard intersection configurations. The area is bounded by two major freeways. Rosecrans (former State Route 209) bisects the central commercial core of the community and numerous one-way streets add to the complexity of circulation in the area.



- Incomplete freeway ramps cause non-local through traffic congestion.
- Non-standard interchanges limit access to/from the area.
- Multiple curb cuts for commercial properties along Rosecrans reduce capacity and add to congestion.
- Many commercial properties have garages that open directly onto streets and limit on-street parking opportunities (Hancock Street, Kurtz Street).
- Confusing street patterns create longer than necessary trip lengths. Streets intersect at acute angles constraining traffic flows and contributing to congestion.
- Currently all of the intersections in the area operate at LOS D or better during peak hours.

See the appendix for the Circulation report.

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## Proposed New Streets

Midway / Pacific Highway Corridor Community Plan Amendment 1/99

- Freeway
- Expressway
- 6 Lane Primary arterial
- 6 Lane Major
- 5 Lane Major
- 4 Lane Major
- 3 Lane Major (One Way)
- 4 Lane Collector
- 2 Lane Collector
- 2 Lane Local
- Amtrak, Coaster, Freight Train
- San Diego Trolley

The Midway/Pacific Corridor Community Plan calls for grade separation of the Rosecrans/Sports Arena intersection via flyover or tunnel to accommodate future traffic.